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she has given pledges. This heedlessness of recent politico-financial developments, as those of us who saw the fight on the ground in Peking know, is dangerous. This is germane to the subject, since *Foreign Financial Control in China* was to be a study of "recent and present-day finance and political activities in China" (p. iii). Popularly, this work will be taken as a discussion of present-day conditions; but its usefulness does not extend beyond the year 1914. Moreover, I am under the impression that few laymen catch the importance of the self-imposed limitations.

*Foreign Financial Control in China* suffers from its form. It seems that the extensive quotations running over several pages, from agreements, etc., should have been inserted in block paragraphs (the Anglo-German Agreement, pp. 36-37; the Russo-Chinese Agreement of 1896 re railways, pp. 103-106; the Open Door Policy, pp. 199-200; etc.). The phrase "to quote from the text" frequently appears; yet sometimes the matter following is put in quotations, and at other times it is not. This is inviting confusion, especially when the text is sometimes compressed. The Russo-Chinese agreement given *in extenso* (pp. 103-106) commences with quotations but at the end of sixteen paragraphs of enumerations there is no closing quotation mark, to say nothing of each of the paragraph's being introduced in the customary way. On the other hand, the Anglo-German Agreement of 1900 (pp. 147-148) conforms to the established usage. Take the Anglo-Chinese railway loan agreement of October 10, 1898; it is impossible to tell whether the clauses running from page 50 on are given verbatim or are condensed. While quotation marks are absent, omissions are indicated on several pages. This introduces confusion into the fabric of the whole work.

Many will turn to this book for statistical matter regarding the loans made or contemplated which might well have been included. A good map seems almost essential to any clear appreciation of the situation, but that too is absent.

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*Industry and Trade.* By AVARD LONGLEY BISHOP and ALBERT GALLOWAY KELLER. (Boston: Ginn and Company. 1918. Pp. vi, 426. \$1.32.)

Professors Bishop and Keller have attacked the high school problem in social science instruction, or, if the reader prefers, of

industrial adjustment, from the viewpoint of industrial history. Yet the book is not an industrial history in the usual meaning of the term, but rather a descriptive account of American industries and American trade and commerce taken up in a historical way. The discussion proceeds topically rather than chronologically and is divided into seven parts, dealing respectively with "basic factors in our history—land and people"; the four common grouping of industries—agricultural, animal, mineral and manufacturing; transportation agencies and their effect upon American industrial development; and the promotion of American industries. As a succession of descriptive chapters conveying in simple language an elementary knowledge of industrial and commercial technique in its historical development and present significance the book is of rather unusual merit. A wide range of industries is covered, including the most important transportation industries; and the illustrations, found on almost every page, are surprisingly useful in supplementing the text.

Criticism of the content of the book can deal only with faults of minor importance, while all teachers who are alive to the needs of the time will approve its purpose. As stated by the authors in their preface, the dominant purpose of the book is "to afford a perspective of our workaday life as a living and developing whole." This is exactly what needs doing. At present it is to be doubted whether most of our university graduates, not to mention our high school students, go out into life with such a perspective, and university teachers as a group can afford to be charitable toward the secondary schools and those who write for them for any shortcomings in this respect. Having in mind, however, the crying need for a means of developing in our young people, both of high school and of college age, such an insight into our industrial life, the question which plagues the reviewer's mind is, will this book serve this purpose?

The question is in reality not one of this book but of this *kind* of book, and is not a new one. Will a topical arrangement with chronological development taken up afresh under each of many topics go so far in this direction as a chronological treatment dealing with many topics in each period? Will either of these methods give as unified a picture of our industrial and commercial life as can be presented by the functional mode of treatment which has its starting point in, and its emphasis upon, the things which industry and trade accomplish in the way of better or more

comfortable living rather than upon the multitude of industries by which the material wants of life are met? It is its functional unity that gives to business life in all directions such unity as it possesses. The reviewer does not doubt that the authors of *Industry and Trade* fully understand this. He is merely constrained to wonder why they and others who write books of this sort try so hard to convey the notion of unity to immature students by modes of presentation that make such a concept almost impossible of attainment by anyone. He finds it difficult to believe that even university students would be able to gather the many discrete discussions in this book into an interrelated, organic whole. He cannot avoid the feeling that it is far too much to expect of high school students with no assistance save that of the usually over-worked high school teacher. The inspired teacher, born to his task and thoroughly equipped for it, can give his students this view of industry with almost any book or with no book for a text. The reviewer doubts whether the ordinary teacher can do it with this one, excellent though it is of its type.

The criticism here set forth is not to be taken as destructive. The reviewer wishes indeed to recommend the book highly to those who prefer the mode of presentation utilized in it. It ought to be welcomed by them and given a thorough trial. And if the sifting process through which secondary school courses in industrial and social subjects are now passing leads to the ultimate selection of this type of book, or if the consecutive presentation of important industrial facts is all that can be hoped for in the training of boys and girls of high school age, the authors of this book will have performed a considerable service.

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#### NEW BOOKS

ATKISSON, H. L. B. *Readjustment. A cross-section of the best considered literature and discussions.* (New York: National Association of Manufacturers. 1919. Pp. 92.)

D'AVENEL, L. G. *Histoire économique de la propriété, des salaires des denrées et de tous les prix en général. Depuis 1200 jusqu'en 1800. VI. L'évolution des dépenses privées.* (Paris: Ernest Leroux. 1918. 50 fr.)

BARCLAY, T. *Collapse and reconstruction; European conditions and American principles.* (Boston: Little, Brown. 1919. Pp. 315. \$2.50.)